(c) and (d) In Budget Estimates 1999-2000, out of the total Plan Outlay of Rs. 9,700 cr, internal resource component is Rs. 4,160 cr. i.e. 43%. The share of Internal Resources has declined from 58% during VIII Plan to 43% in the current year.

Rail Services in Eastern and South Eastern Railways

1068. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the Letters to the Editor column in Ananda Bazar Patrika dated 13th October, 1999 titled, Rail services in Eastern and South Eastern Railways; and

(b) if so, whether the grievances listed in letters from 1 to 5 have been examined by the Railway authorities and if so, the details of the measures taken in respect of each complaint?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir.

(b) A statement is attached.

Statement

1. From Shri Shiv Shankar Ghosh, Kalyangarh, Howrah on 15.09.99 the 'Bangaon Local' of 8.10 p.m. started from Sealdah Station 20 minutes after the scheduled time. After reaching Birati, it was not certain whether the train will move further somehow the train reached Howrah station at 1 am. The question is

(i) Why the passengers were not informed of the exact position of the appropriate time to why the brake-down engine reached was sent to Barasat so late (at about 11.30 p.m.) to move the 'Bangaon Local'.

Reply: On 15.9.99, BB-537 UP Bangaon Local was started only 5 minutes late ex-Sealdah. Due to over head equipment break-down, this train was detained at Birati station. Owing to the operational problems caused by unforeseen break-down of overhead equipment, this train was detained upto 23.52 hrs. at Birati station's Line No. 3.

Frequent announcements were made for the passengers of BB-537 UP at all stations of the section including Birati regarding overhead equipment

break-down. Many passengers from BB-537 UP, which was detained at Biraii got down and availed trains which passed *via* line No. 2. It may be just possible that the complainant could not hear the announcement for some reasons or the other.

The break-down was attended by the Break-down vans for restoring the section quickly from both sides.

2. Letter from Shri Sakthi Shankar Samant, Dharsa, Howrah

In Howrah division of South Eastern Railway, one compartment of each local train is still used as 1st class which are used only by some selected Railway Employees. Each compartment of the train is covered by obscene posters. The waste things/garbage in the compartment are not cleaned regularly. Smoking is still being continued in each local train.

Reply: On EMU trains of South Eastern Railway passengers with proper travel authority avail accommodation. Unauthorised posters, garbage etc. are removed regularly and smoking is banned and notices have been put up to this effect.

3. Letter from Shri Kalyan Chattopadhaya, Shantiniketan

Ticket counters of the Eastern Railway are over crowded. Computerisation has delayed in system. Computerisation has stopped the purchase of return ticket because the validity of ticket is only for 2 hours not for the whole day as it was earlier. Number of counters are to be increased and kept open at least during the peak hours.

Reply: Sometime there is possibility of long queues but the present number of booking counter is considered adequate in comparison to quantum of passengers. Additional booking counters are opened during Pooja/Mela periods. It is stated that returned journey tickets are also sold for selected stations and their validity is upto the mid-night of date of sale of tickets.

4. Letter from Shri Rabindra Nath Bera, Durgapur

The local train running between Barddhaman and Asansol may be extended upto Bandel. The problems of the passengers travelling between Durgapur and Asartsol are as under:

(i) The timinings of the local trains running between Asansol and Barddhaman and from Barddhaman to Howrah are such that the passengers

of Durgapur to Asansol cannot avail the local trains for Howrah, before waiting for one hour.

(ii) The down passengers usually runs 15-30 minutes late from Asansol to Durgapur, while the up passengers leaving Barddhaman always starts late.

Reply: (i) and (ii) Instructions already exist with Railways for punctual running of all trains on Indian Railways. All possible efforts within the control of Railways are being made to run trains punctually.

Introduction/extension of trains onAsansol-Barddhaman-Bandel section is not feasible at present due to operational and infrastructural constraints.

(iii) The two over bridges on Barddhaman station are 50 years old. The staircases are narrow. Therefore, it is very difficult for the passengers to get into and get-off the train. Moreover, the over bridges are crowded by Vagabond etc. which creates problem in catching train.

Reply: One over bridge is old and the second one was built in 1976. The old bridge covers platforms 1 to 5 and is wide enough. The second bridge is wide enough between platforms 1 to 5 and little narrow between platforms 6 & 7 as these platforms are relatively less used Railway is, however, examining the feasibility of providing speedy dispersal of passengers.

Anti-Social Elements and unauthorised people are removed from time to time.

5. Letter from Shri Nayan Ranjan Saha, Jamalpur

Jamalpur-Sahib Ganj Passenger starts from Jamalpur Junction of Eastern Railway daily at 7.30 a.m. It reaches Sahib Ganj at 11 a.m. The same coach becomes Sahib Ganj-Barharwah Passenger and starts from Sahib Ganj at 12 noon and reaches Barharwah at 13.30 p.m. Then same coach becomes Barharwah-Azimganj-Katwa Passenger and reaches Katwa at 20.30 p.m. Then repeating the same process, it returns to Jamalpur. Since this is a DMU train, the train is not provided with toilets and adequate water. Therefore, the passengers travelling from Jamalpur to Katwa face tremendous problems.

Reply: DMU (Push-Pull) trains were introduced on non-suburban non-electrified section for quick movement of trains in replacement of conventional rake trains. DMU trains cater to short distance passengers and these are not provided with toilets. Conversion of these rakes into conventional rake is not possible for want of conventional coaches.